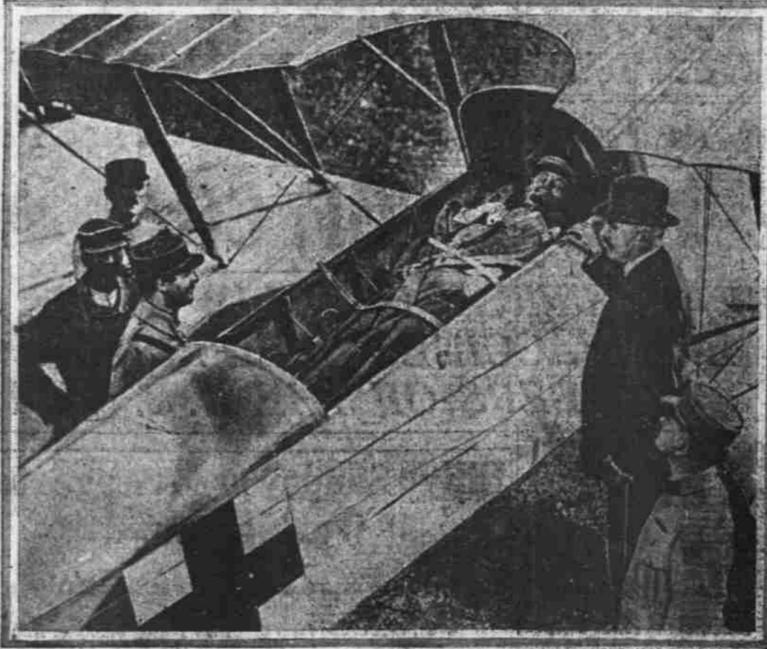


Crewless Raider and Aeroplane Ambulance Are the Latest Devices In the War

WOUNDED TO BE CARRIED IN WINGED HOSPITALS

Aeroplane ambulances may soon be transporting the wounded from the battle fronts to the base hospitals, if a series of experiments which the French have been conducting at the Villa-Coubly aerodrome turn out according to expectations.

The current issue of the Scientific American contains an illustrated article describing this latest war invention and some of the tests being made with it. The writer says that while such a service has been advocated by Dr. Chassaigne, a member of the French Chamber of Deputies, for some time, this is the first effort that has been made to put the scheme into practice.



Another use for the aeroplane—that of carrying wounded soldiers from the battle front to base hospitals. This apparatus can be used on a standard design machine without material alterations.

American Women Lashed By Turco-Germans

LONDON, Nov. 24.—American citizens—men and women—were stripped and beaten, in some cases with fatal results, by Turco-German spy-seekers at Joppa, according to stories told by refugees at Alexandretta and received here tonight. They told of a reign of terror in Palestine, with horrible atrocities perpetrated against the Jews by the Turks and Germans.

The leaders of the Jewish colony were convicted by a German court-martial and hanged. Members of the families of the accused men were likewise executed.

In order to extort confessions from many men and women, the Turks and Germans used the lash. Several fatalities resulted from this and other brutal beatings administered innocent Jews.

WOMAN, 85; GIRL, 5, SUCCEED AFTER BEING BURNED

A five-year-old girl, neighborhood and a woman of eighty-five, affectionately known throughout the section where she lives as "Auntie," today, victims of a fire which broke out in the neighborhood of the city.

GEN. BYNG'S GUNS BATTER DEFENSES OF CAMBRAI BASE

LONDON, Nov. 25.—Bourlon wood, which dominates Cambrai from the west, is probably now in British hands. The latest reports from British headquarters in France stated that, after repulsing fierce German counter attacks, the 2nd was again advancing. Messager reports indicate Meurres also has fallen and Fontaine is said to be ablaze.

By WILLIAM PHILIP SIMMS, United Press Staff Correspondent.

WITH THE BRITISH ARMIES IN THE FIELD, Nov. 25.—General Byng's guns are battering down German defenses within two miles of Cambrai today.

His men are fighting their way on despite a concentration of German reserves that fairly floods the depot city. The fighting is the most desperate since the great surprise attack of Wednesday morning.

Early in the day British Tommies hurled the enemy back upon Fontaine Notre Dame. The village is a hollow shell of ruins smoking and burning.

Tanks "Carry On." The tanks continued their marvelous exploits in yesterday's red hot fighting.

At Bourlon wood they crawled into action and swept onward through the forest. Smaller trees and saplings were crushed under their giant sides as a field of rye straw is battered down by giant terrapins. Their flashing gunfire incinerated the forest.

Behind them came the infantry, rapidly mopping up the snipers and taking dazed prisoners.

Fire Enemy's Guns. At one point two enemy 77s were seized from the Germans, their carriages twisted around, and sent from their two throats so speeded against the enemy by the British gunners that the muzzles glowed red.

Field Marshal Haig reported his men established once in Bourlon Wood, ejected by desperate German onslaughts, and once again occupying that high ground by fierce counterattacks.

Fierce Fighting. "In the neighborhood of Bourlon Wood," the British commander-in-chief reported, "there was fierce fighting. The enemy made determined attempts to regain the high ground. We were compelled to give ground slightly."

"Later, in counter-attacks, we re-established our former line." The Bourlon copse has furnished Germany with her most valuable observation point in this section of the line. It is at the top of a considerable knoll beyond which the country slopes away on all sides.

SOLDIER DESERTED TO JOIN GERMANS MUST DIE

Convicted by court-martial of deserting to join the enemy, an American soldier today faces the death penalty. Detailed information is withheld by the War Department, except that Secretary Baker, refusing to discuss the case, indicated it was a "foreign matter," not an offense committed in this country.

The death penalty, though usually left to the President or the Secretary of War, may be summarily carried out in wartime by military authorities in the field.

Before taking final action on the case, Secretary Baker will consult President Wilson, it is understood.

field guns, turned them around, and loosed the enemy's own artillery against him. It was no question of accurate range. The guns were aimed point blank at the dense masses of the German gray.

As this is written, the enemy is falling back on Prementille—a suburb of Cambrai—fighting desperately, but steadily forced to give way.

Now Are No Man's Land. Fontaine's blazing ruins are believed now to be No Man's Land, the battle raging across their illumined devastation.

Crown Prince Rupprecht ordered his troops to hold Bourlon Wood at all costs. They failed—and the cost of the unsuccessful attempt was staggering to his fast dwindling ranks.

Bourlon's commanding heights are now in British hands. They give a far-reaching view of all the battlefield beyond.

Germany's staff is concentrating every man who can be spared to defend Cambrai. The city's usefulness as a base is already gone.

Prisoners have been taken belonging to the 30th and 11th divisions. The first division had been rushed from the Aisne front, the second from Flanders. They were hastily flung into the struggle.

WITH THE ITALIAN ARMIES, Nov. 25.—Fighting hand to hand, half submerged in flooded marshes, Italian troops today are holding the enemy at bay on the lower Piave.

General Borovich's Austrian troops are striving desperately to fight the floods loosed by the Italians in defense of Venice, no less than they are fighting the troops themselves. The men on both sides are battling from hummock to hummock. Massed attacks are impossible. The fighting has resolved itself into man to man battles, scattered mile after mile along the river or beyond its banks.



The crewless sea raider, a new weapon employed against the British warships on the Belgian coast. It is operated from shore by electricity transmitted through a cable which reels out as the boat advances. Hundreds of pounds of dynamite have been placed in the boat, but none has hit its mark so far. The British have captured some.

TETANUS GERMS FOUND IN VACCINE START AN INQUIRY

(Continued from First Page.) traceable to the use of vaccines, only to have it later discovered that the patient became infected from quite another agent.

A clean bill of health is given the National Vaccine Company by District Health Officer Woodward, who said today:

"The National Vaccine Company is one of the best-known and most reliable firms of its kind in the United States. Not the slightest breath of suspicion could be directed against this firm."

WASHINGTON SOLDIER SHOT IN BALTIMORE

BALTIMORE, Md., Nov. 25.—Private John McDermid, 34 years old, of the Twentieth Engineers, United States Army, stationed at Camp American University, Washington, D. C., was found in an unconscious condition lying on the sidewalk at Harbor road and Thirty-first street, early today.

His assailant still is at large. McDermid is still in St. Joseph's Hospital in a serious condition. According to the information in the hands of the police, McDermid was accosted by a brother soldier as he was passing an alley somewhere in the northeastern section of the city.

"You've got my girl," the soldier is alleged to have said to McDermid, at the same time firing four shots, two of which hit McDermid.

BOATS ARE MADE TO EXPLODE WHEN THEY HIT VESSELS

One of the eccentric engines of destruction which the war has called into existence is the electrically operated crewless sea raider, which the Germans are now employing against the British warships patrolling the Belgian coast.

As far back as 1888, when the Scientific American, "the British Admiralty experimented with a similar controlled-vessel known as the Vernon. In our own country the same idea was put forward some twenty years ago, in the form of the Edison-directive torpedo, which was driven by an electric motor carried within the shell of the torpedo.

The crewless craft was steered by exciting certain magnets that controlled the steering gear. Current for operating the motor and magnets were supplied through a flexible cable that was wound upon a reel carried within the shell of the torpedo, with one end connected to the shore.

Two Other Types. "The Victoria, an Australian invention, differed from the last mentioned in being entirely submersible and in using compressed air as its motive power.

"Still another type of crewless destroyer was the Brennon, which received considerable attention as the result of its being taken up by the British admiralty and subjected to exhaustive experiments.

Low Visibility Hurdles. "The main objection, however, was in the matter of visibility. The Edison torpedo, for instance, could only be followed by the eye to a distance of about two miles, beyond which it was lost to sight.

"During 1898 Nikola Tesla, the well-known inventor, of New York City, proposed a crewless raider or torpedo operated by wireless waves, and obtained a patent on such a device. Practical wireless telegraphy was then barely a year old, and it is very doubtful indeed if he would have had much success with his radio-controlled if it had been put to a practical test. And even allowing that it would have proved successful, Tesla only solved half the problem, namely, those having to do with the trailing cable; there still remained the paramount question of visibility.

"Since Tesla's wireless raider, inventors in practically every country in the world have at some time or another suggested radio-controlled craft for destroying the warships. In some instances even building and trying out such vessels with promising results. For one part John Hays Hammond, Jr., developed a radio-controlled craft which performed remarkably well in experiments at Gloucester Bay, Mass., and it is quite likely that this young inventor achieved the greatest advancement in this field.

The German Raider. "Coming to the present crewless raiders of the Germans, we learn from statements of the British admiralty that these are electrically controlled boats, propelled by four gasolene engines, partially closed in, and are capable of traveling at a high rate of speed. Each raider carries a drum with insulated, single-core cable, which is paid out in the wake of the vessel and through which the mechanism is controlled from shore. The foremost carries a considerable charge of high explosive, probably from 300 to 600 pounds, which is arranged to explode on impact.

"The method of operating the crewless raider is to start the engines after which the men leave the boat. A seaplane protected by a strong fighting patrol, then accompanying the vessel at a distance of from three to five miles and signals to the shore operator of the boat. These signals need only be 'starboard' or 'port' or 'steady.'

"By an obviously clever grouping of the wireless lines, the high-speed controlled craft, and the German raider, the crewless raider has been made a formidable weapon. It is believed that they are a considerable advance on the radio-controlled craft of the past. The mechanism aboard the boat probably includes a contact-making device operating by steps, so that certain combinations of impulses sent over the single wire cable bring any desired set of contacts into position to perform the required operation.

WOUNDED TO BE CARRIED IN WINGED HOSPITALS

A photograph of the machine carried by the Scientific American is reproduced herewith. In describing it the article says:

"It will be noted that the aeroplane, which is of a standard design, has been only slightly modified to serve as an aerial ambulance. The main modification consists in providing a larger open space in the fuselage than usual, as to serve as a bed for the wounded passenger, who is strapped securely in place. At the head of the wounded passenger, or just in back of the pilot's wind shield which wards off the rush of air, while ample blankets and other covering keep him warm during the flight.

"Traveling at eighty miles an hour, the aeroplane ambulance is said to be free from shocks and vibration, which are troublesome factors in the usual vehicles for the wounded. And in order that the winged ambulance may not be subjected to the enemy's anti-aircraft fire, it is planned to fly at only 500 feet, that the Red Cross markings of the machine can be plainly seen from the ground."

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